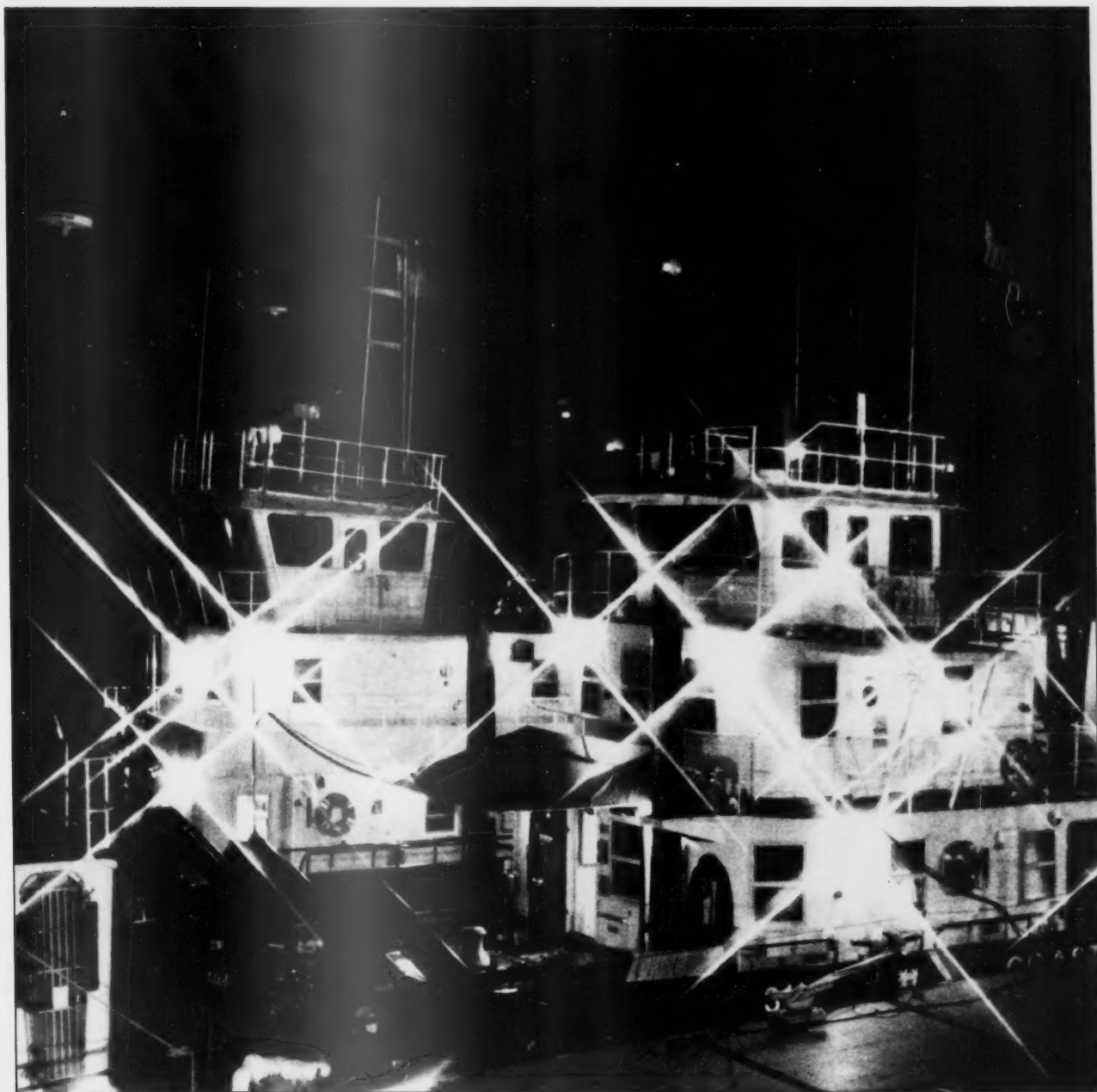


River Currents

Second Coast Guard District
Vol. 11, No. 3 June 1991



River Currents

Second Coast Guard District

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On the front ...

*The Sumac and Obion are moored for the evening at Base St. Louis.
(photo by PA3 C. H. Rucker USCGR).*

Barges Adrift

Leavenworth Reservists Lasso Wayward Vessels

by PA3 C.H. Rucker, USCGR

BM3 Teresa Schortino was standing radio watch when she received a call at 7:07 a.m. from the Leavenworth, Kansas, Sheriff's Dept., May 20. The department reported two barges were adrift in the vicinity of mile 396. Schortino notified the duty boat crew of CG 179083. MKC Fred Scheizer and his crew, BM1 Tim Hervey and SNBM Mark Dewey, were preparing to depart for an ATON detail when the call came through.

The empty grain barges were set adrift from Atchison Farmers Co-op where vandals had apparently severed the mooring lines. The crew of the 17-footer was able to run the hawser from the first barge to shore. The barge was then tied off to a nearby tree, said LT George Fithen, OPS officer and XO of CGRU Leavenworth. The boat crew caught up with the second barge approximately eight miles down river. A crew member was put aboard the barge with a borrowed hawser. The crew then secured the second barge to a tree.

One barge collided with the Hwy. 92 Bridge at mile 397.6, but no damage was reported. Also, one of the adrift barges was reported to have hit a john boat and a private dock causing minor damage.

The reservists who responded to the call were performing their annual active duty training.

The following people submitted stories, information or photographs for this issue of River Currents. We greatly appreciate their efforts in helping us get their stories told. The deadline for the August issue is July 15.

LCDR R. P. Prince
LT Daniel May, Base St. Louis
LTJG D. Pleasants
ENS Ken. Hines, USCGR
QM1 Robert Montague, CCGDTWO (oan)
PA3 C. H. Rucker, USCGR
Dean Gabbert
Sue Riley, CG Institute

Coast Guard Helps St. Louis Kids Chart A Trouble-Free Course

by PA3 Rob Raskiewicz

Second District staff members are spending more and more of their free time back in school — elementary school that is. These volunteers are helping “inner city” children in the St. Louis area by providing a valuable pool of experience and positive role models.

The school partnership pro-

gram focuses on helping minority students in the 4th, 5th and 6th grades learn traditional values such as: no drugs, good grades, personal initiative, responsibility and individual accountability. The program also targets



How does one spend his last day before going to the Persian Gulf? LTJG Eric Vernon, before heading overseas, flips through “Our Day with the Coast Guard” coloring books with a few of his new friends. (photo by PA3 Rob Raskiewicz)



Shutterbugs usually start young. SN Michael Malomay helps a future “picture taker” with the complicated gear. (photo by PA3 Rob Raskiewicz)

the kids to consider the Coast Guard as a possible career.

“The emphasis has been to help with tutoring, chaperone special activities and field trips, play structured sports and teach the kids some discipline,”

said Ensign Dirk Stringer, chairman of the School Partnership Program.

The St. Louis program is a “pilot program” for the district. Two St. Louis schools are currently active in the program: Jefferson Elementary School and Waldrige Elementary School. If the program is successful, expansion into other cities where Coast Guard units are located is possible.

C.G. and Huntington Thank Vets and Troops

by LCDR R. P. Prince

Members from Marine Safety Office Huntington, Reserve Unit Charleston and Coast Guard Auxiliary Flotilla 2-3 joined the city of Huntington in a Veterans Appreciation and Welcome Home Desert Storm Parade May 1. The Coast Guard was represented by a color guard, a 17' boat and an Auxiliary boat. Thousands of spectators poured into the streets to show their sincere appreciation and support to all the U.S. men and women who wear a military uniform. Tons of paper confetti rained on the parade, making it difficult to walk at times.



A color guard leads the way for the 17-foot boat during a parade to welcome troops home and thank veterans for their many sacrifices and services.

Cutter and Crew Work To Keep Things Moving

by Dean Gabbert

It's December and it's dark. Very dark. The Cutter Obion heads into Cape Rock Bend at Mile 55 when Dennis Carter cuts the throttles and flips on the pilothouse mike.

"We got a stray green here that has to come out," he calls.

Out on the work barge, three weary deck crew members give a collective sigh. It's 7:50 p.m. and they've been on the river almost 12 hours. Now they see the buoy dead ahead in the Obion's spotlight, riding smack in the middle of the channel.

One man spears it with a boat-hook and another shoves a line through the bail and snubs it to the chain-stopper in one deft motion. The third man grabs a capstan line and the wayward can is soon on board.



BMCS Dennis Carter, officer in charge of the Obion, studies a buoy line on the Upper Mississippi River.
(photo by PA3 Chuck Rucker, USCGR)

"Thanks," Carter calls. "That's all for tonight." The thermometer stands at 39 degrees and the lights of Cape Girardeau shine invitingly two miles down river.

These are the men who maintain vital navigation aids on one of America's most demanding stretches of river — the Upper Mississippi between St. Louis and Cairo, Ill. Individually, they are hardy, cocky and capable. Collectively, they do their job without fuss or fanfare.

Actually, this isn't even Obion country. She's on special assignment, filling in for a sister vessel, but that doesn't bother her skipper and 13 crew members. Senior Chief Boatswain's Mate Dennis Carter is a 25-year Coast Guard veteran with eight and a half years of duty on the Upper.

The Obion is one of the three cutters based in St. Louis. Obion's stretch of river extends north to Keokuk, Iowa, with responsibilities, for 88 shore structures and 650 buoys. The tender temporarily took over the downriver territory of the Sumac, which was undergoing dockside maintenance.

After Thanksgiving, the Obion was ordered to stand by for a run downriver to help combat a new and unexpected siege of low water. Already the St. Louis gauge had fallen half a foot and anything below that could mean trouble for towboat operators in the form of restricted tow sizes and barge loading depths.

The Obion's mission was to "tighten up" the river.

Basically, that means narrowing the channel by setting new buoys, moving old ones and otherwise keeping the big boats afloat. But even as the cutter took on a heavy load of buoys and sinkers, drenching rains pounded the Midwest. The Illinois and Mississippi River's tributaries sent the St. Louis gauge climbing.

Now the Obion's assignment had taken a 180-degree turn. Among other things, high water means a return to larger tows and a much wider channel to serve them. But Carter didn't mind. "When it comes to moving buoys, we can do it either way," he shrugged.

It's day one and the Obion is downbound under leaden skies. The St. Louis gauge reads 6.5 feet and the forecast calls for 9.5 later in the week. The tender's destination is Buffalo Island at Mile 28, where it'll turn around and slowly work up river. Only isolated jobs will be handled on the downbound trip.

"We've got a diver," the pilothouse calls at Mile 126. Those on duty head for the buoy deck while wolfing the remains of their noon meal. Ahead a crippled red buoy intermittently dips beneath the surface. It is quickly replaced.

Diving is only one form of errant buoy behavior, some simply vanish, some are knocked off station by floating logs and some are punctured or chewed up by passing boats. Others break away from their moorings and come to rest along the bank where they're retrieved. The casualty rate is often steep, and if conditions are bad, it can go as high as 100% in a year's time.

At mile 117.4, at the mouth of the Kaskaskia River, Carter alerts his deck workers that, "two greens up there are almost 'kissin' each other". Leaving the warmth of the barge shack, the crewmen go to work. They remove a stray green,

and in the next hour, they rig and set four new ones. There's a certain rhythm to it as they horse a 10-foot buoy into place and connect a mooring wire to a 1500-pound concrete sinker which is resting on the dump board. Then, they all stand motionless, waiting for the command from the bridge... "Set it!"

Both objects hit the water in a single splash, and one more missing channel marker is back on station.

Day two begins in the half-light of dawn. It's clear and cold, the Cape Girardeau gauge stands at 14.8 feet. An hour later the tender goes to work at Grey's point at Mile 46.2, the first of several trouble spots that will test the Obion's skill and endurance. Buoy by buoy, the crew reshapes the line of greens into a symmetrical bend. The river is rising and the new placement provides a minimum of 13 feet of water.

The Obion heads back north at the Buffalo Island elevator, doing its best to avoid the tempestuous wake of two triple-screw towboats. Then it's time to tame a string of unruly reds that clutter the channel in a narrow bend between Prince Light and Daniel's landing. Set, pull, drag, swap, adjust, do it and re-do it. It's a tedious, tiring task but when it's done, the narrow channel is wider by a precious 150 feet.

On day three, the Obion heads upriver after a second night at the Cape Girardeau landing. This time the gauge reads an even 16 feet and a chilled wind makes the 34-degree temperature seem much

colder. The going is slow and it takes all day to reach Grand Tower, 28 miles away. Darkness forces the cutter to halt work.

Whatever you say about life aboard the Obion, it's cozy. The tender itself measures only 65' x 21'. The work barge provides an additional 100 feet of length, but only a small part of it is enclosed. The main berthing compartment where most of the crew are quartered isn't much bigger than my bathroom. The food is excellent and the galley and messdeck double as a lounge. For the most part, there is an easy give-and-take camaraderie among the crew.

It's day four and the Obion is underway from Grand Tower on a falling river. The St. Louis gauge stands at 6.8 feet, down from yesterday's 7.1' reading. Cumberland Rock Light at mile 87.2 is reported extinguished and I join MK3 Ken Dempsey and SN Bob Focken on a small boat for a repair mission. You don't have to be an acrobat to do the job, but it helps. First Dempsey climbs the tower which is affixed to a large maple tree, to replace the battery and check the lamps. Then Focken takes his turn to straighten up the green passing and crossing boards. Afterwards, it's a cold 12-mile ride to the Obion despite the exposure suit and watch cap.

Day five is a period of hard work and frustration, most of it is spent around Crook Light in Fort Chartres Bend. Carter expects problems here and he gets them,



Barge traffic, debris and fluctuating water levels keep the Obion busy replacing buoys and marking channels. (photo by PA3 Chuck Rucker, USCGR).



"Working" buoys is a team effort that takes skill and persistence on everyone's part. (photo by Dean Gabbert).

but he didn't expect rebuilding buoy lines while dodging heavy Traffic from both directions. The only good news is a steady river at 7.5' reading on the St. Louis gauge.

Day six brings an easy 21-mile run from Herculaneum to the St. Louis Coast Guard Base.

Watching the Coast Guard in action, I can only conclude that the Obion and her sister vessels often play a no-win role in a serious game of river navigation. Buoys that accurately delineate the channel today can be badly off the mark tomorrow; the same buoys that are vital in low water become obstacles in high water.

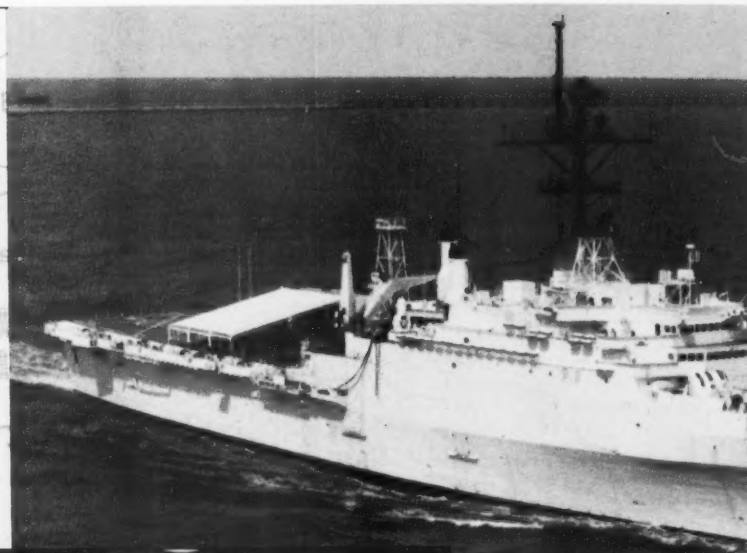
Dennis Carter understands this and he also understands the men who operate the towboats. His job takes patience and skill, and as he points out, sometimes a little luck as well.

His philosophy is both simple and profound. "You do the best job you can, but you always wish it was a little better."

D2 Folks Support G

Editor's Note

1991 will be remembered as the year of Desert Storm. Many reserve and active duty people supported these operations in U.S. ports and overseas and many were from the Second District. Unfortunately River Currents couldn't include everyone who participated from our district. Here are "snapshots" of several of those people who were sent to the Persian Gulf. To all who participated and supported Desert Storm, we salute you.



The Navy's USS Lasalle was home to the (U.S. Navy's) Storm campaign. (U.S. Navy)



While on the Lasalle, LT Branch helped coordinate the LEDET boardings and participated in combat search and rescue.

Lieutenant Ronald Branch, MSO St. Louis, left for the Persian Gulf Jan. 8. He arrived in Bahrain and reported aboard the USS Lasalle to help coordinate the embargo-enforcing boardings.

"Anytime there was a LEDET boarding, we (Maritime Interception Force) coordinated it. Decisions were made based on the boarding team's input whether or not to let the vessel proceed on to its destination or take 'other' actions," said Branch.

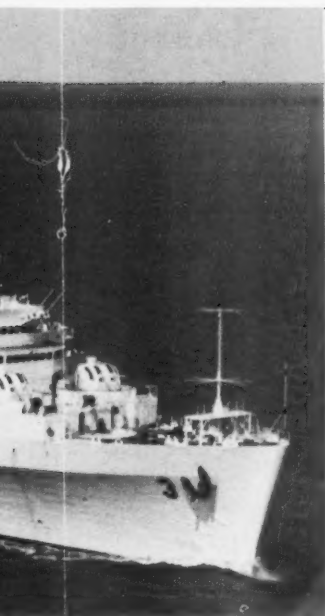
After Desert Storm, Branch was sent to the Port of Ash Shu 'Aybah and was tasked with somehow controlling or removing the spilled oil. Branch was the only Coast Guardsman in Kuwait at the time. He spent nine days coordinating the deployment of booms and containment of oil.

Conditions were primitive at best, living off of MREs (meals ready to eat) and sleeping in sleeping bags. There was no power and it was always dark and extremely dirty because of the oil cloud.

"The oil coated everything. You had to clean your windshield twice a day with gasoline in order to drive.

"The hands-on experience was invaluable. For example, we couldn't put a boat in the water to deploy a boom because the mines weren't swept from the area. They couldn't sweep the mines because of the oil on the water. We stretched lines from boats outside the harbor. People handled lines from boat to boat and fed the booms into the water while a truck pulled it across from the other side. I'll never forget that," said Branch.

Gulf Ops



home for several coasties during the Desert S. Navy photo).

Lieutenant Commander Martin Phillips, Chief of the Second District's Reserve Branch left St. Louis Feb. 5, destined for the USS Lasalle, the Navy's flag ship for the Commander of the Middle East Forces. Once on board, Phillips' main duty, along with three other coasties, was standing watches for the Maritime Interception Force. The watchstanders coordinated all the LEDET (Law Enforcement Detachment) boardings that supported the United Nations sanctioned embargo on Iraq in the Arabian (Persian) Gulf. Also, the Coast Guard was considered the local authority on search and rescue; with that came the job of Arabian Gulf Coordinators for combat search and rescue.

"During my time in the gulf, we didn't have any real problem with

resistance — several vessels said they weren't going to stop, but they were persuaded to stop when they thought what would happen if they didn't," said Phillips.

One would think things would relax some after the cease fire, however that wasn't always the case.

"Most people thought when the cease fire took affect the war was over and everything would slow down and be back to normal, well our business (boardings) didn't — if anything it started to get busier on the embargo-side. Commercial shipping assumed with the cease fire the embargo was lifted. Boardings went from five or six a day up to 10 to 12. It was a tough time getting the word out that the embargo is still in place," said Phillips.



Family, friends and co-workers gathered at the St. Louis airport to welcome LCDR Phillips home after two and a half months in the Persian Gulf. (photo by PA3 Rob Raskiewicz)

Yeoman First Class Michael Tenney, Group Ohio Valley, left for Bahrain the day after Christmas. For four months Tenney worked with a Coast Guard liaison officer who dealt with pay and supply procedures for the reserve port security units.

"I met a lot of interesting people with a high diversity of backgrounds that you wouldn't expect to meet in a war — doctors, lawyers, policemen and vice presidents of companies."

"I think my most memorable experience was being awakened at 1:52 a.m. on January 16 and told to get to the compound — about an hour later the air attack began," Tenney said.

YN1 Tenney returned home April 8. LT Branch returned home April 30. LCDR Phillips returned home May 10, in time for his daughter Jennifer's "sweet 16" birthday.

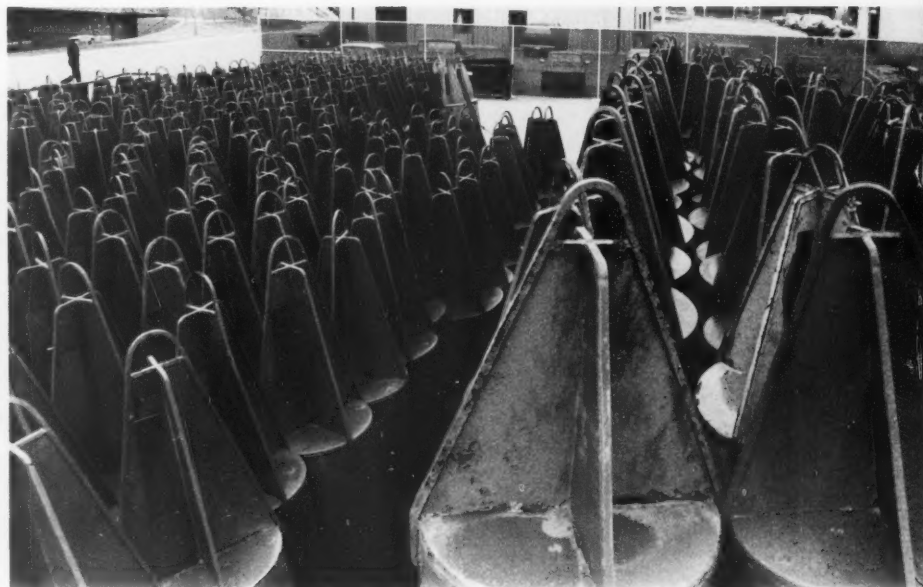
LTJG Eric Vernon left for temporary duty aboard the Lasalle May 21. He will have similar duties to LCDR Phillips and LT Branch. LTJG Vernon is expected back sometime in mid-August.

Buoys: A Look at Their History

by LT Daniel R. May

Buoys were first seen in America in the late 1700s along the Delaware River. Having just won its independence, America was busy developing its manufacturing and trade role in the new world, including shipping. With shipping came buoys. These first buoys consisted of wooden barrels or logs banded together and held in place with lengths of chain and small anchors. Usage of buoys soon expanded to other portions of the country including the western rivers in the mid-to-late 1800s.

Originally, buoys and light beacons along the rivers were the responsibility of the Lighthouse Board and were maintained by numerous light-keepers located nearby. Later, the U.S. Army Corp of Engineers became involved with aids to navigation on the rivers. After the U.S. Lighthouse Service merged with the Coast Guard in 1939, the service gradually assumed many of the buoyage responsibilities along the western rivers. Rivertenders were built in the



A stockpile of buoys helps meet sudden increased demands for aids to navigation.

early 1940s and began the formal responsibility of setting buoys on the Mississippi River.

In 1942, an Army Depot located in south St. Louis was transferred to the Coast Guard and began operation as a support facility for the new river-

tenders. The facility is still there today, and is known as Coast Guard Base St. Louis. Buoys were manufactured at the base in the industrial shops and supplied to the various rivertenders. The current Mississippi Room was one of the original shops in which buoys were made. Maintenance and minor repair work was also provided for the cutters by the people stationed at the base.

During the expansion of the river system in the 1960s, the amount of buoys required exceeded the capacity of what could be manufactured at the base. Consequently, buoys have been procured from private civilian contractors. The Second District buys approximately 7,000 buoys every year to replace ones lost from collisions, floods, low water, ice and other hazards. Annually, the district spends approximately \$2.25 million just for buoys. With over 6,500 miles of navigable waterways to mark, the average number of buoys in the water in the Second District ranges from 9,000 to over 13,000.

The overall design and shape of river buoys has changed very little throughout the years. River buoys, are still made by hand in much the same manner as they were over 50



Maintaining a safe channel is a constant job that's never complete. River levels and lost or damaged buoys demand regular attention to the buoy lines.

and Use



years ago. Today, river buoys are manufactured from 13 gauge (slightly less than 1/8" thick) carbon steel. The manufacturer rolls large steel sheets into a 24" diameter cylindrical tubes, two and a half feet long. At the bottom of the buoy body is a large, conical-shaped section which allows a tapering shape of the buoy. Later, this will allow the attachment of the buoy rudder fin. Without

this section, the buoy would spin, twist or dive entangling its wire rope mooring and eventually sink. On the bottom of the rudder plate, six 24-pound

counter weight plates are added.

These provide stability for the buoy in strong current and ensure a correct vertical position. On the top of the body, radar reflectors are added. The buoys finally take on their characteristic nun or can profile. Nun buoys receive a tapered conical-shaped crossed-metal reflector, and cans receive a full metal square-shaped reflector.

The buoys are carefully injected with polyurethane foam. The foam ensures that buoys will "ride" properly in the water.

Normally buoys last slightly over one year. Other buoys, in high traffic areas, last only a few days. Damaged and destroyed buoys returned to the Coast Guard are disposed of as scrap metal. At a scrap mill the foam is removed from the buoy and discarded. What's left of the steel body is sold to steel mills where it is once again recycled into steel plate. And yes, it could very well end up again as



Buoys haven't changed much in shape or appearance over the years, however construction and production has. (photo by PA2 John Moss).

a river buoy, marking the important river channels of the Second Coast Guard District.

St. Louis Reservists Construct Brand New Office Spaces

by ENS Ken Hines, USCGR

Rear Admiral W. J. Ecker cut the ceremonial yellow ribbon to officially open the new St. Louis Reserve Unit offices at Base St. Louis May 18. The ceremony marked the end of an eight month reserve self-help project coordinated by CGRU St. Louis OPS. The project involved the use of equipment, personnel and material from several reserve, active duty and National Guard components.

Work began in August 1990 to renovate the former Base St. Louis Exchange space into a modern office for CGRUs St. Louis OPS and MSO. Coast Guard Reserve personnel performed all design and construction work with special assistance provided by a construction component of the Missouri Air National Guard. The overall cost of the project was about \$8,000. If the work had been done commercially, the cost would have

exceeded \$55,000. Project cost was kept low by obtaining quality used construction material such as ceiling and carpet tiles from Scott AFB and upgraded office furniture from Second District excess property.

Prior to the ribbon cutting, Ecker formally recognized the significant contributions made to the project by Base St. Louis, the Missouri Air National Guard and CGRU St. Louis OPS personnel. Reservists from CGRU St. Louis OPS spent nearly 2,000 hours on weeknights and weekends renovating the spaces. About half the total labor was donated by people performing non-pay drills.

The project was coordinated by CGRU St. Louis OPS and involved cooperation by CG Base St. Louis, Second District Reserve and Readiness Division, Missouri Air National Guard and Scott AFB.

The former reserve spaces will be demolished to create additional storage space for Base St. Louis.

Color Guard Displays Symbols of CG History

by the QM2 Robert Montague



QM2 Robert Montague attaches battle streamers to a Coast Guard flag before a parade.

The Coast Guard recently earned its 31st battle streamer for contributions made in the Persian Gulf conflict. (photo by PA3 Rob Raskiewicz)

Battle streamers? Coast Guard? You're kidding, right?

No, I'm not. At one time or another, most of you have probably seen the ceremonial colors with a set of these streamers flying from the top of a flag staff. What you may not realize is that these streamers are not just colorful decorations. Each one represents a part of our history.

Since its inception in 1790, the Coast Guard has received 31 war streamers for participation in armed conflict. Each one tells an important story about the history of the United States and the Coast Guard.

For example, during the period of 1790 to 1799, the 10-ship fleet of revenue cutters was assigned the task of protecting American maritime trade. Those outgunned, outmanned and outnumbered cutters distinguished themselves by capturing five French vessels and recovering seven American ships. For these and other exploits, the Coast Guard received the French Naval War Streamer.

Streamers signify other events of historical note for the Coast Guard, including the cutter Harriet Lane firing the first naval shot of the Civil War, service in the Spanish War, both world wars, Korea and Vietnam. Some streamers represent American history that most people don't even realize. How many people have even heard of the Indian War of 1835 when cutters were deployed to the Florida Everglades. They performed

Military Awards

CG COMMENDATION MEDAL WITH "O"

BMCM J. D. McManis, CGC Osage
BMCM G. K. Keen, CGC Greenbrier
S/A M. L. Patton, D2 (ole)

CG COMMENDATION MEDAL

CDR M. E. Stango, RU Pittsburgh
CDR S. A. McCall, D2 (m)
LCDR J. P. DeLong, D2 (ap)
CWO T. J. Reed, D2 (oan)
YNC M. L. Pohl, D2 (dt)
YN2 A. M. Hallford, D2 (r)

CG ACHIEVEMENT MEDAL WITH "O"

BMC D. E. Hufford, CGC Patoka

CG ACHIEVEMENT MEDAL

LCDR D. W. Williams, D2 (dt)
CWO J. J. DelMonte, GRU OHV
CWO T. J. Adams, RU St. Louis
YN1 P. M. Simon, D2 (apru)
YN2 J. A. Combs, MSO Paducah
PA2 R. J. Moss, D2 (dpa)
SK2 R. L. Colvin, CGC Patoka
BM2 R. W. Thomason, Base St. Louis
YN2 J. A. Fyffe, D2 (apru)

COMMANDANT'S LETTER OF COMMENDATION

BMC J. M. Hancock, RU St. Louis
SK1 G. R. Sotak, GRU UMR
MK1 J. F. Droppleman, RU St. Louis
SK2 A. M. Jepson, CGC Wyaconda
SK2 J. S. Claar, D2 (oan)
MK2 A. M. Fernandez, MSO Paducah
DC2 M. D. Page, MSO Paducah
SK3 V. G. Schriener, D2 (ob)
EM3 M. W. Berry, RU St. Louis
MK3 R. W. McComber, RU St. Louis

CG MERITORIOUS UNIT COMMENDATION WITH "O"

RU DENVER
CGC OSAGE

tasks ranging from transporting troops to cuttermen hitting the beach in pursuit of Seminole raiding parties.

The story behind each of the 31 streamers could fill page after page. A brief historical background of each battle streamer is included in chapter 15 of the Medals and Awards Manual, (COMDTINST M1650.25).

Editor's Note: The Coast Guard just received another streamer for participation in the Persian Gulf war.

Current Notes...

"News from and for Second District People"

Chief Wins Civil Rights Award

by PA3 C.H. Rucker, USCGR

Chief Petty Officer Frank Garcia received a National Image, Inc. Meritorious Service Award May 17 in St. Louis. National Image, Inc. annually salutes Hispanic Americans in the military who have distinguished themselves with significant contributions to the field of military civil rights. Awards are only presented to two nominees from each of the military services.

Garcia is the Second District's Military Civil Rights counselor/facilitator. He received the award at National Images' annual convention, for his accomplishments on and off the job.

Garcia is an active participant on various committees, including: the Greater St. Louis Metropolitan Hispanic Employment Council, the St. Louis Federal Equal Employment Managers Council, the Episcopal Diocese of Missouri Christian Education Committee, and the Hudson Elementary School Improvement Program Committee. Chief Garcia has travelled extensively throughout the district conducting the standardized Coast Guard Human Relations Training, with the District Family Programs Administrator. This technique has met the needs of both the Civil Rights Program and the Family Programs in the face of severely restrictive operational commitments.

Through his efforts, the Human Relations Council was restructured and now functions as a vital part of the Second District's human relations program. Garcia has helped the council provide many

creative, educational and culturally enriching special emphasis programs. In addition, he has aided the council in implementing a partnership program with schools in the city of St. Louis. He has also served the Coast Guard as an Hispanic Employment Program Manager for over 11 years.

Garcia has represented the Coast Guard admirably at various national conventions. He has also served as a Coast Guard lecturer for the State of Missouri and American Association for Affirmative Action and events coordinator for the St. Louis Hispanic Council.

RKs Experience Real Coast Guard

by LTJG Dave Pleasants



The St. Paul RKs practiced man overboard drills and others, both on the buoy tender and in the small boats.

Several reservists from St. Paul boarded the cutter Sundew recently in Duluth for a day of training and drills.

The ride was designed to orient Coast Guardsman, recruited under the RK program, with various missions and day-to-day life of the Coast Guard.

The RK program is a reserve program that targets high school



graduates who are on their way to college. The RKs attend Basic Training during the summer, then attend college during the fall semester. During school, they're required to drill with the Coast Guard one day a month. During the second summer, RKs attend an A-school or perform on the job training. When school starts, it's business as usual. Once the RKs graduate from college, most apply their degree to OCS.

During buoy tender orientation, the RKs received a safety lecture and tour of the unit before working with the crew for the day. The day's agenda included man overboard drills and various small boat drills.

Chiefs At Bat Are Big Hit

by Sue Riley

The Coast Guard Chiefs is known as one of the hottest up-and-coming ball teams in Oklahoma... even if the players are only 6-years old. This 12 member T-ball team is sponsored by the Oklahoma City Chapter of the Chief Petty Officers Association.

The Institute's CPOA sponsors several other teams. They've been active with various teams since the early 1970's, to encourage young children to develop physical skills, team work and learn good sportsmanship.

Recently, the young Chiefs earned a third place finish in the Tuttle Invitational Tournament.



Niles Berry II, Veronica Berry, MKI Preston Brown, Lynn Pierce and MSTI John Pekich wave to the crowd watching the Veterans Appreciation and Welcome Home Desert Storm Parade in Huntington, W. Va.

**U.S. Department
of Transportation
United States
Coast Guard (dpa)**

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